Event

MPTS AJET AN 4601 – AN 4602 T-45

Mission

ADVANCED AIRWAYS NAVIGATION

SOLO

1.2 HOURS/X

ORM

AN 4601-02

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

AN 4601-02

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

SSR/DISCUSS ITEMS

AN 4601-02

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**

- **PREREQUISITES:**
  - **AN 4501**

- **DISCUSS ITEMS:**

  AN 4601 - 4602
  - **NATOPS/SOP/EP QOD**
  - **IN-FLIGHT EMERGENCIES**

SYLLABUS NOTES

AN 4601-02

A. AN 46 BLOCK IS A TWO-LEG CROSS-COUNTRY OR OUT-AND-IN SOLO FLT TO BUILD CONFIDENCE IN UNFAMILIAR FIELD OPERATIONS. AN 4601 AND AN 4602 SHALL BE SCHEDULED CONSECUTIVIELY.

B. STUDENTS WILL BRIEF WITH THE WING DUTY OFFICER (ODO AT TW-1) AND WILL HAVE A COMPLETED DD-175 AND JET LOG FOR THE ROUTE OF FLT AS WELL AS ALL PERTINENT WEATHER AND NOTAM INFORMATION.

C. DURING THIS BLOCK, STUDENTS MUST FLY AT LEAST ONE PRECISION APPROACH AND ONE NON-PRECISION APPROACH. HOWEVER, ADDITIONAL APPROACHES ARE DESIRED IF ABLE.

ADMIN (CARD)

AN 4601-02

- **A/C – ATC C/S – CREW**
- **BRIEF / WALK / TAKEOFF / LAND TIMES**
- **ATC CLEARANCE / DD-175**
- **FUEL PLAN/LADDER**
- **LINE / T/O / ABORT / RPM**
- **COMM PLAN**
- **NAV PLAN**

ADMIN

AN 4601-02

- **LAUNCH**
  - **WEATHER / NOTAMS / TFR / BASH**
  - **PREFLIGHT / START / TAXI**
  - **ITO**
  - **SWAPPING OF CONTROLS**
  - **ENROUTE PROCEDURES**
  - **RADALT USAGE**

- **RTB**
  - **RECOVERY**
  - **DIVERTS**

CONDUCT

AN 4601-02

- **TIMS RESUME REVIEW**

- **PRACTICE:**
  - **CHECKLISTS/GROUND OPS**
  - **IFR CLEARANCES**
  - **TAKEOFF/DEPARTURE/FLIGHT ADMIN**
  - **INSTRUMENT COMM**
  - **ENROUTE NAVIGATION**
  - **DESCENT/FIELD ENTRY**
  - **PRECISION APPROACH**
  - **NON-PRECISION APPROACH**

CONDUCT

AN 4601-02

- **PRACTICE CONTINUED:**
  - **MISSED APPROACH**
  - **LANDINGS**

DID YOU KNOW?

•A STEADY RED ATC LIGHT SIGNAL WHILE AIRBORNE MEANS – GIVE WAY TO OTHER AIRCRAFT AND CONTINUE CIRCLING.

•AT AIRFIELDS WITH A THREE BAR VASI, THE T-45 WILL UTILIZE THE GLIDE PATH PROVIDED BYTHE NEAR AND MIDDLE BARS. THIS GLIDEPATH IS USUALLY SET AT THREE DEGREES.

•STOP BAR LIGHTS, WHEN INSTALLED, ARE USED TO CONFIRM THE ATC CLEARANCE TO ENTER OR CROSS THE ACTIVE RUNWAY IN LOW VISIBILITY CONDITIONS (BELOW 1,200 FT RVR). CAUTION – PILOTS SHOULD NEVER CROSS A RED ILLUMINATED STOP BAR, EVEN IF AN ATC CLNC HAS BEEN GIVEN TO PROCEED ONTO OR ACROSS THE RUNWAY.

BLOCK MIF

AN 4601-02

CTS REF	MANEUVER	AN4602
1	General Knowledge/Procedures	1+
2	Emergency Procedures	3
3	Headwork/Situational Awareness	1+
4	Basic Airwork	1+
5	Mission Planning/Briefing/ Debriefing	4+
6	Communications	1+
7	Ground Operations	1+
8	Flight Admin	1+
10	Takeoff	1+
11	Departure	1+
12	Enroute Navigation	1+
13	Descent/Field Entry	1+
17	Precision Approach	1+
18	Non-precision Approach	1+
20	Missed Approach	1+
23	Landings	1+

Emergencies

AN 4601-02

- **AIRCRAFT FALLOUT**
- **CLEAR ENGINE PROCEDURE**
- **ABORTED TAKEOFF**
- **RWY DEP / LOSS OF DIRECTIONAL CONTROL**
- **SYSTEM FAILURES/ EPs / CRM**
- **BIRD STRIKE/ MIDAIR**
- **RADIO/ ICS FAILURE**
- **LOSS OF NAVAIDS / LOST PLANE**
- **INADVERTENT IMC / LOST SIGHT / LCLS**
- **DISORIENTATION / VERTIGO**
- **HYPOXIA**
- **EJECTION (HIGH / LOW / GROUND)**
- **SAR / ON SCENE COMMANDER**
- **DIVERT(S) / BINGO FUEL TO DIVERT**

STANDARD DEBRIEFING FORMAT

AN 4601-02

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED